7. Chikjajur-Harihar
8. Donakonda-Giddalaur
9. Miraj-Belgaum
10. Champarmukh-Haibargaon
11. Jodhpur-Jaisalmer
12. Muzaffarpur-Raxaul

Works are in progress on the following sections; —

(a) To be *completed* by 31r3-95

1. Hubli-Londa
2. Harihar-Hubli
3. HubliGadag
4. Phulera-Ajmer
5. Kbodiyar-Mahexana
6. Purna-Nanded
7. Lumding-DimapUr

(b) *Other works in progress*

1. Mir a j-Latur
2. Jo.dhpur-Marwar
3. Viramgam-Mahesana
4. Dimapur-Dibru^arh
5. Chhapra-Aunrihar
6. Samastipur-Daibhanga
7. Saga-uli-Narkatiaganj
8. Gadag Sholapur
9. Wadsa-Chandafort
10. Trichy-Dindigul
11. Giddalur-Guntakal
12. Mehboobnagar-Dronachallam
13. Purna-Mudkhed
14. Hospet-Swamihili
15. Guda Road-Kottur
16. Lontla~Vasco
17. HospotGadag

(c) *Gauge conversion works,* included *in* 1995-96 Budget

1. Agra-Bandikui BOLT
2. Gandhidham-Bhuj
3. Wankaner-Maliya-Miana BOLT
4. Mathura-Achnera BOLT
5. Niarkatiaganj-Bagaha Valmikinagar
6. Khada-Gorakhpur
7. Mysore-Hassan
8. Yashwantpur-Salem
9. Trichy-Nagore-Karaikal
10. Rupsa-Bangriposi

(d) *Gauge conversion works temporarily frozen due to low priority*

1. Bhildi-Samdarj
2. Samdari-Luni
3. Mahesana-Patan
4. Lalkua-Kashipur

Iutroduetfon of New EMU trains on Delhi-Sahsranpur.Moradabad sectors

1431. SHRI SYED SIBTEY RAZI; Will the Minister of RAILWAYS be pleased to state;

(a) whether the Northern Railwa: hay introduced new EMIT (Push-pull rake) trains on Delhi|New Delhi Saharanpur and Delhi-Ghaziabad Moradabad sections in the recent past replacing the conventional trains;

(b) if so, the details thereof with departure and arrival timings of eacl train in up and down directions, including the categories of compart ments provided in each train;

(c) whether introduction of these trains would benefit the passengtr in any way;

(d) if so, the details thereof, with the estimated cost of each trains;

(e) whether Government propose to replace conventional trains by these EMU trains in other parts of country in future;^ and

(i) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) and (b) Diesel hauled Push-Pull services have been introduced on Delhi-Meerut-Saharanpur and Delhi, Ghaziabad-Moradabad sections w.e.f. 1-3-95 to the following timings:

1NDS			2NDS	308 Pass.			1 MD
1850	d. Delhi	a.	0845	0920	d. Delhi	a.	1840
2345	a. Saharanpur	d.	0415	1340	a. Moradabad	d.	1415

These serviees consist of 10 coaches (all ordinary second class).

(c) and (d) Yes, Sir. There is will be reduction in the journey time ranging from 35 minutes to one hour twenty minutes.

The approximate cost °* converting one conventional rake to push-pull rake of *10* coaches is Rs. *60* lakhs.

(e) and (f) During 1995-96 it is proposed to deploy Main Line Electric Multiple UnitslDiesel Multiple Uni(s|Diesel Push Pull rakes to replace convenional trains on the following sectors:

Main Line Electric Multiple Units.

(1) Dhanbad-Gaya

(2) Gaya-Mughal Sarai

(3) Tatanagar-Kharagpur

(4) Adra-Asansol

(5) Raipur Area

(6) Mathura-Agra-Tundla/ Bayana

(7) Surat-Valsad

(8) Surat.Vadodara

(9) Vadcdara-Ahmedabad

CIO) Madras-Salem

Diesel Multiple *Units /Dieael* Push Pull rakes:

(1) Bhagalpur-Barharwa-Katwa

(2) Adra-Kharagpur

(3) Fiazilka-Bathinda

C4) Fazilka-Ferozpur

(5) Fune.Daund-Baramati

(6) [ndore-Bhopal

(7) Ahmedabad-Viramgam

(8) Ernakulam-Quilon

(9) Ernakulam-Guruvayur

(10) Guntur-Repalle

(11) Guntur.Macherla

(12) Tenali-Vijayawada

(13) Baraunl-Samastipur-Muzaffarpur-Gorakhpur

(14) Guwahati.New Bongaigaon

Quardupling of railway tracks by « Private company

1432. SHRI SATISH PRADHAN; Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that pro- ject work of quadrupling tracks bet-ween orivli and Vihar hagbeen given to a private Company;